

MVAC Minutes

January 10, 2001

The MVAC meeting was held at Fleet Management with 28 people in attendance.

- Issues from last meeting.
 - Question regarding the increase to rates. Due to fund balance deficit. Once caught up, rates should go lower pending no other unusual issues such as fuel price increases.
 - Data discrepancy issue was reviewed. There does not appear to be any discrepancies in the CARS data as previously thought. If any found, please notify SFM immediately.
 - The FY02 reconciliation is still being conducted by OSPB. Once base budget numbers are reconciled, SFM will identify the FY02 vehicles for replacement.
- Fuel card status. New Voyager cards are being distributed prior to the Feb. 28, 2001 expiration. You can use the new card prior to Feb. 28th. Please send back confirmation to SFM regarding destruction of old cards or send the old cards to SFM.
- Position changes at SFM. Karen Griggs has left SFM for another state agency. Karen handled the new vehicles. Ron Clatterbuck will be taking her place. Ron previously handled the used vehicles and auctions. When asked, there were no recommendations regarding changes to these positions. If there is interest in filing Ron's position, please let SFM know.
- Upcoming seasonal needs. Every year is a challenge for finding extra vehicles to meet summer seasonal needs. This year may prove extra difficult, as SFM will be replacing fewer vehicles. This means that the turn-in vehicle usually used for several more months will not be available. SFM is trying to identify other vehicle sources but cannot guarantee vehicles. Please think about your upcoming needs and notify SFM with a priority order on vehicles.
- Trends. SFM spoke about some different statistics and will continue to do this. We spoke about the total cost per mile. Currently, the fixed or vehicle cost is averaging around \$.20/mile plus \$.08 for fuel, \$.075 for maintenance, and \$.009 for accidents. This is a total of \$.364/mile. The Fleet traveled 73,571,424 miles last year. With current miles traveled plus adding the remaining months per last year, the state may exceed 78M miles. This is critical especially as costs for fuel continue to rise. The total cost per mile was in the lower \$.20/mile category about 8 years ago. Also discussed was the cost of glass for various vehicles and the almost double cost for areas outside of Denver Metro. If a vehicle is coming into Denver, it is better to wait, if possible, and get the work done in Denver. A back window for a Ford Taurus costs \$1700 (fleet price).
- MVAC discussion items as a group. The following were items that the MVAC would like to discuss for future meetings.
 - Costs and budget. Impact of rate increases.
 - OSPB representation and status of issues that OSPB has relative to vehicles.

- Department of Revenue. Problems with registrations, licensing alternative vehicles such as electric vehicles for street use, who to contact at DOR.
- What are the auction dates and timeframes for various parts of the process.
- Set the new rates for FY02 earlier. SFM is targeting April of FY01.
- Improved methods of communication.
- Connectivity to CARS with increased user base.
- Conduct regional meetings.
- Continue to hold monthly MVAC meetings.
- New utilization reports for the new codes including year to date status.
- Other items.
 - Several people volunteered and met after the MVAC to discuss safety/accident issues. Their report is attached below.
 - Update on JBC issues. The JBC analyst has been questioning why vehicles are not revoked due to low mileage and/or misuse. SFM has provided responses. Explained that new usage codes are being put into effect. Misuse is a driver issue and the driver should be disciplined.
 - Discussion of a new concept whereby vehicles could be accounted for and reconciled to approved OSPB/JBC programs similar to FTE in a position control system. This would help to quantify issues of vehicle counts and justification. The attempt here is to think of new ways in which to address vehicle issues satisfying various fleet customers such as OSPB and JBC. This was well received and the MVAC would like to further address this at the February meeting.
 - The strategic advisory council had cancelled its meeting but rescheduled for later in January. It is envisioned that this group will act as a strategic steering committee that will have influence at a higher level of government. The MVAC would then help to carry out this direction that has a high level approval.
- Next meeting is scheduled for February 14th at 9:00 am. **Please note the time change**